

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Airbus Model A319, A320, and A321 series airplanes, certificated in any category; except those on which Airbus Modification 32025 was done during production.

**Unsafe Condition**

(d) This AD was prompted by a report of a crack found in the forward lug of the right-hand main landing gear (MLG) rib 5 fitting during greasing of the MLG pintle bearings. The FAA is issuing this AD to find and fix cracking in the forward lug of the MLG, which could result in failure of the lug and consequent collapse of the MLG during landing.

**Compliance**

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

**One-Time Ultrasonic Inspection/Repair**

(f) For Model A319 and A320 series airplanes having serial numbers 537 through 625 inclusive: At the earliest of the times specified in paragraphs (f)(1), (f)(2), and (f)(3) of this AD; perform a one-time ultrasonic inspection for cracking in the forward lug of the support rib 5 fitting of the left- and right-hand MLG by doing all the actions specified in the Accomplishment Instructions of Airbus Service Bulletin A320-57A1136, dated January 26, 2005. Repair any cracking before further flight, according to a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Direction Générale de l'Aviation Civile (DGAC) (or its delegated agent).

(1) Within 750 flight cycles after the effective date of this AD.

(2) Within 600 flight hours after the effective date of this AD.

(3) Within 100 days after the effective date of this AD.

**Repetitive Detailed Inspections**

(g) Perform a detailed inspection for cracking in the forward lug of the support rib 5 fitting of the left- and right-hand MLG at the time specified in paragraph (g)(1) or (g)(2) of this AD, as applicable, and repair any cracking before further flight, according to a method approved by either the Manager, International Branch, ANM-116; or the DGAC (or its delegated agent). Accomplishing the actions specified in the Airbus A318/A319/A320/A321 Non-destructive Testing Manual, Chapter 51-90-00, revision dated February 2003, is one approved method for performing the detailed inspection. Repeat the inspection thereafter at intervals not to exceed 750 flight cycles, 600 flight hours, or 100 days, whichever occurs earliest.

(1) For Model A319 and A320 series airplanes having serial numbers 537 through 625 inclusive: Do the detailed inspection within 100 days after the effective date of this AD or at the earliest of the times specified

in paragraphs (g)(1)(i), (g)(1)(ii), and (g)(1)(iii) of this AD, whichever is later.

(i) Within 750 flight cycles after accomplishing the ultrasonic inspection.

(ii) Within 600 flight hours after accomplishing the ultrasonic inspection.

(iii) Within 100 days after accomplishing the ultrasonic inspection.

(2) For all other airplanes: Do the detailed inspection at the earliest of the times specified in paragraphs (g)(2)(i), (g)(2)(ii), and (g)(2)(iii) of this AD.

(i) Within 750 flight cycles after the effective date of this AD.

(ii) Within 600 flight hours after the effective date of this AD.

(iii) Within 100 days after the effective date of this AD.

**Note 1:** For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

**Optional Terminating Action**

(h) Modification of the lugs of the support rib 5 fitting of the left- and right-hand MLG and accomplishment of all related investigative actions and all applicable corrective actions in accordance with Airbus Service Bulletin A320-57-1118, dated September 5, 2002; or Revision 01, dated August 28, 2003; constitutes compliance with the requirements of this AD.

(i) Repair of the forward lugs of the support rib 5 fitting of the left- and right-hand MLG in accordance with Airbus A319 Structural Repair Manual, Chapter 5.C., 57-26-13; Airbus A320 Structural Repair Manual, Chapter 5.D., 57-26-13; and Airbus A321 Structural Repair Manual, Chapter 5.D., all revisions dated November 1, 2004, constitutes compliance with the requirements of this AD.

**Alternative Methods of Compliance (AMOCs)**

(j) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

**Related Information**

(k) French airworthiness directive F-2005-035, dated March 2, 2005, also addresses the subject of this AD.

**Material Incorporated by Reference**

(l) You must use Airbus Service Bulletin A320-57A1136, dated January 26, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of the service information, contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. To view the AD docket, go to the

Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC. To review copies of the service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on June 6, 2005.

**Michael J. Kaszycki,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 05-11707 Filed 6-14-05; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2005-21240; Directorate Identifier 2005-NM-104-AD; Amendment 39-14130; AD 2005-12-14]

**RIN 2120-AA64**

**Airworthiness Directives; Boeing Model 767-200, -300, and -400ER Series Airplanes Equipped With Door-Mounted Escape Slides**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Final rule; request for comments.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Boeing Model 767-200, -300, and -400ER series airplanes. This AD requires an inspection to determine if the door-mounted escape slide/rafts have certain part numbers. For those door-mounted escape slide/rafts having certain part numbers, this AD requires an inspection for excessive tension of the firing cable, and procedures for providing slack in the firing cable or rerouting the firing cable if necessary. This AD is prompted by reports of uncommanded inflation inside the airplane of a door-mounted escape slide/raft located in the passenger compartment. We are issuing this AD to prevent injury to maintenance personnel, passengers, and crew during otherwise normal operating conditions and to prevent interference with evacuation of the airplane during an emergency, due to uncommanded inflation of a door-mounted escape slide/raft.

**DATES:** Effective June 30, 2005.

The incorporation by reference of certain publications listed in the AD is

approved by the Director of the Federal Register as of June 30, 2005.

We must receive comments on this AD by August 15, 2005.

**ADDRESSES:** Use one of the following addresses to submit comments on this AD.

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street SW., Nassif Building, room PL-401, Washington, DC 20590.

- Fax: (202) 493-2251.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD, contact Boeing Commercial Airplanes, PO Box 3707, Seattle, Washington 98124-2207; or Goodrich Aircraft Interior Products, 3414 South 5th Street, Phoenix, Arizona 85040, as applicable.

You can examine the contents of this AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, on the plaza level of the Nassif Building, Washington, DC. This docket number is FAA-2005-21240; the directorate identifier for this docket is 2005-NM-104-AD.

#### Examining the Dockets

You can examine the AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647-5227) is located on the plaza level of the Nassif Building at the DOT street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after the Docket Management System (DMS) receives them.

#### FOR FURTHER INFORMATION CONTACT:

Susan Rosanske, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6448; fax (425) 917-6590.

**SUPPLEMENTARY INFORMATION:** We have received a report indicating that three

cases of uncommanded inflation of door-mounted escape slide/rafts occurred on Boeing Model 767-300 series airplanes. In one case, the uncommanded inflation of the door-mounted escape slide/raft resulted in injury to a member of the cabin crew. In the other two incidents, damage occurred to the lavatory, ceiling panels, door bustles, and the sidewalls. Inspections by the airplane manufacturer and the escape slide/raft supplier of the factory packs and overhauled packs revealed variability in the slack/tension condition of the firing cable of the slide/rafts. The slide/rafts are designed with slack in the firing cable. Investigation revealed that a "tight" (excessive tension) firing cable, in combination with changes that occur in the pack as the result of the in-service environment, could result in the tension on the firing cable increasing and activating the regulator valve. This condition, if not corrected, could result in injury to maintenance personnel, passengers, and crew during otherwise normal operating conditions and could result in interference with evacuation of the airplane during an emergency, due to uncommanded inflation inside the airplane of a door-mounted escape slide/raft.

#### Relevant Service Information

We have reviewed Boeing Alert Service Bulletin (ASB) 767-25A0390, dated May 13, 2005. The ASB describes procedures for removing the cover (bustle) of the door-mounted escape slides/rafts, and performing a tension check to determine if there is excessive tension of the firing cable of the escape slides/rafts. Additionally, the ASB describes procedures for removing excessive tension of the firing cable by providing necessary slack in the firing cable, or removing the slide and rerouting the firing cable if necessary. The ASB also specifies that a general visual inspection or a records check may be accomplished to determine if certain Goodrich door-mounted escape slide/rafts are installed.

The ASB refers to Goodrich Alert Service Bulletin 5A3294/5A3295-25A356, dated May 11, 2005, as an additional source of service information.

Goodrich has also issued the following packing instructions for the slide/rafts: Goodrich Packing Instructions, Evacuation Slide/Raft, Document 501636, Revision G, dated May 16, 2005; Goodrich Packing Instructions, Evacuation Slide/Raft, LH, Document 501637, Revision E, dated May 16, 2005; and Goodrich Packing Instructions, Evacuation Slide/Raft, RH,

Document 501638, Revision D, dated May 16, 2005.

#### FAA's Determination and Requirements of This AD

The unsafe condition described previously is likely to exist or develop on other airplanes of the same type design. Therefore, we are issuing this AD to prevent injury to maintenance personnel, passengers, and crew during otherwise normal operating conditions and to prevent interference with evacuation of the airplane during an emergency, due to uncommanded inflation of a door-mounted escape slide/raft. This AD requires accomplishing the actions specified in the service information described previously.

#### Interim Action

This is considered to be interim action. The manufacturer has advised that it currently is developing a modification that will address the unsafe condition addressed by this AD. Once this modification is developed, approved, and available, we may consider additional rulemaking.

#### FAA's Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD; therefore, providing notice and opportunity for public comment before the AD is issued is impracticable, and good cause exists to make this AD effective in less than 30 days.

#### Comments Invited

This AD is a final rule that involves requirements that affect flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to submit any relevant written data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2005-21240; Directorate Identifier 2005-NM-104-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the AD. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We will post all comments we receive, without change, to <http://dms.dot.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this AD. Using the search function of our docket web site, anyone can find and read the comments

in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You can review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78), or you can visit <http://dms.dot.gov>.

#### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

#### Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that the regulation:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
3. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this AD. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

##### § 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

**2005-12-14 Boeing:** Amendment 39-14130.  
Docket No. FAA-2005-21240;  
Directorate Identifier 2005-NM-104-AD.

##### Effective Date

(a) This AD becomes effective June 30, 2005.

##### Affected ADs

(b) None.

##### Applicability

(c) This AD applies to Boeing Model 767-200, -300, and -400ER series airplanes; certificated in any category; equipped with door-mounted escape slide/rafts.

##### Unsafe Condition

(d) This AD was prompted by reports of uncommanded inflation inside the airplane of a door-mounted escape slide/raft located in the passenger compartment. The FAA is issuing this AD to prevent injury to maintenance personnel, passengers, and crew during otherwise normal operating conditions and to prevent interference with evacuation of the airplane during an emergency, due to uncommanded inflation of the airplane of a door-mounted escape slide/raft.

##### Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

##### Inspection for Part Numbers (P/Ns)

(f) Within 30 days after the effective date of this AD, accomplish the actions in either paragraph (f)(1) or (f)(2) of this AD.

(1) Perform a one-time inspection to determine if any Goodrich door-mounted escape slide/raft having P/N 5A3294-1, 5A3294-2, 5A3295-1, or 5A3295-3 is installed. If no slide/raft having any of those P/Ns is installed, no further action is required by this paragraph, except for the requirements of paragraph (j) of this AD.

(2) Perform a one-time check of the airplane maintenance records to determine if any Goodrich door-mounted escape slide/raft having P/N 5A3294-1, 5A3294-2, 5A3295-1, or 5A3295-3 is installed. If it can be conclusively determined from the airplane maintenance records that no slide/raft having any of those P/Ns is installed, no further

action is required by this AD, except for the requirements of paragraph (j) of this AD.

##### Inspection for Excessive Tension on the Firing Cable

(g) If any door-mounted escape slide/raft with any P/N specified in paragraph (f) of this AD is installed: Within 30 days after the effective date of this AD, perform a tension check on the firing cable of the slide/raft, in accordance with Boeing Alert Service Bulletin (ASB) 767-25A0390, dated May 13, 2005. If no excessive tension is detected, no further action is required by this AD, except for the requirements of paragraph (j) of this AD.

**Note 1:** Boeing ASB 767-25A0390, dated May 13, 2005, references Goodrich ASB 5A3294/5A3295-25A356, dated May 11, 2005, as an additional source of service information.

##### Corrective Action for Excessive Tension on the Firing Cable

(h) If any excessive tension of the firing cable is detected, before further flight, do the applicable corrective actions; in accordance with the Boeing ASB 767-25A0390, dated May 13, 2005.

##### Previous Accomplishment

(i) Inspections of the firing cables for excessive tension in accordance with Boeing ASB 767-25A0390, dated May 13, 2005, that were accomplished before the effective date of this AD are acceptable for compliance with the requirements of paragraph (g) of this AD, provided that any applicable corrective was completed.

##### Parts Installation

(j) As of the effective date of this AD, no person may install on any airplane any Goodrich door-mounted escape slide/raft having P/N 5A3294-1, 5A3294-2, 5A3295-1, or 5A3295-3, unless the tension of the firing cable has been checked and the applicable corrective action completed in accordance with Boeing ASB 767-25A0390, dated May 13, 2005, or the escape slide/raft has been repacked in accordance with Goodrich Packing Instructions, Evacuation Slide/Raft, Document 501636, Revision G, dated May 16, 2005; Goodrich Packing Instructions, Evacuation Slide/Raft, LH, Document 501637, Revision E, dated May 16, 2005; or Goodrich Packing Instructions, Evacuation Slide/Raft, RH, Document 501638, Revision D, dated May 16, 2005; as applicable.

##### Alternative Methods of Compliance (AMOCs)

(k) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

##### Material Incorporated by Reference

(l) You must use Boeing ASB 767-25A0390, dated May 13, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of these documents in accordance with 5 U.S.C.

552(a) and 1 CFR part 51. To get copies of the service information, contact Boeing Commercial Airplanes, PO Box 3707, Seattle, Washington 98124-2207; or Goodrich Aircraft Interior Products, 3414 South 5th Street, Phoenix, Arizona 85040, as applicable. To view the AD docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC. To review copies of the service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on June 7, 2005.

**Michael J. Kaszycki,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 05-11696 Filed 6-14-05; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2005-20860; Directorate Identifier 2005-NM-043-AD; Amendment 39-14131; AD 2005-12-15]

**RIN 2120-AA64**

#### **Airworthiness Directives; Bombardier Model DHC-8-400 Series Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Bombardier Model DHC-8-400 series airplanes. This AD requires revising the Airworthiness Limitation section of the Instructions for Continued Airworthiness of the Dash 8 400 Series (Bombardier) Maintenance Requirements Manual to reduce the life limits of the main landing gear (MLG) orifice support tube, upper bearing, and piston plug; and to reduce the threshold for initiating repetitive detailed inspections for cracking of the engine isolator brackets. This AD is prompted by the discovery of fatigue failures, during type certification fatigue testing, at the engine isolator bracket and at the orifice support tube, upper bearing, and piston plug in the shock strut assembly of the MLG, which are principal structural elements. We are issuing this AD to prevent the development of cracks in these principal structural elements, which could reduce the

structural integrity of the engine installation and the MLG. Reduced structural integrity of the engine installation could result in separation of the engine from the airplane, and reduced structural integrity of the MLG could result in collapse of the MLG.

**DATES:** This AD becomes effective July 20, 2005.

The incorporation by reference of certain publications listed in the AD is approved by the Director of the Federal Register as of July 20, 2005.

**ADDRESSES:** For service information identified in this AD, contact Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada.

**Docket:** The AD docket contains the proposed AD, comments, and any final disposition. You can examine the AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647-5227) is located on the plaza level of the Nassif Building at the U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Washington, DC. This docket number is FAA-2005-20860; the directorate identifier for this docket is 2005-NM-043-AD.

#### **FOR FURTHER INFORMATION CONTACT:**

George Duckett, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7325; fax (516) 794-5531.

**SUPPLEMENTARY INFORMATION:** The FAA proposed to amend 14 CFR part 39 with an AD for certain Bombardier Model DHC-8-400 series airplanes. That action, published in the **Federal Register** on April 6, 2005 (70 FR 17354), proposed to require revising the Airworthiness Limitation section of the Instructions for Continued Airworthiness of the Dash 8 400 Series (Bombardier) Maintenance Requirements Manual to reduce the life limits of the main landing gear (MLG) orifice support tube, upper bearing, and piston plug; and to reduce the threshold for initiating repetitive detailed inspections for cracking of the engine isolator brackets.

#### **Explanation of Change to Applicability**

We have revised the applicability of the proposed AD to identify model designations as published in the most recent type certificate data sheet for the affected models.

## Comments

We provided the public the opportunity to participate in the development of this AD. No comments have been submitted on the proposed AD or on the determination of the cost to the public.

## Conclusion

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD with the change described previously. We have determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

## Costs of Compliance

There are about 93 airplanes of the affected design in the worldwide fleet. This AD will affect about 21 airplanes of U.S. registry. The actions will take about 1 work hour per airplane, at an average labor rate of \$65 per work hour. Based on these figures, the estimated cost of the AD for U.S. operators is \$1,365, or \$65 per airplane.

## Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

## Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the National Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

(1) Is not a "significant regulatory action" under Executive Order 12866;